

## 1. PERMITTED REPLACEMENTS, ADDITIONS, ALTERATIONS & REPAIRS

- 1.1 The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier: -
  - 1.1.1 Blocks
  - 1.1.2 Cam cleats
  - 1.1.3 Rudder hangings and retaining device
  - 1.1.4 Sail battens
  - 1.1.5 Control lines
  
- 1.2 The following parts or equipment may be replaced providing that the replacement performs a similar function. The replacement parts or equipment may be obtained from any supplier: -
  - 1.2.1 Fastenings
  - 1.2.2 Shackles, swivels and pins
  - 1.2.3 Toe straps, lashings and tensioning elastics
  - 1.2.4 Running rigging, ropes and lashings
  - 1.2.5 Main Halyard and halyard securing device, maximum velocity ratio 1:1
  - 1.2.6 Tiller extension
  - 1.2.7 Batten tensioning devices
  - 1.2.8 Bungs
  - 1.2.9 Mainsheet swivel jammer/ratchet device (mainsheet jammer only may also be removed)
  - 1.2.10 Mainsheet boom attachment loops
  
- 1.3 The following additions and alterations are permitted. Parts may be obtained from any supplier: -
  - 1.3.1 Non slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks
  - 1.3.2 The use of flexible adhesive tape, thin line or shock cord, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment
  - 1.3.3 Packers may be fitted under cleats
  - 1.3.4 Any number and design of mechanical wind indication devices may be fitted
  - 1.3.5 Calibration marks of any kind are permitted
  - 1.3.6 Any compass, timing device or a combination of both may be fitted provided that it/they can only provide information relating to A) the boat's heading and B) current or elapsed time
  - 1.3.7 Any additional equipment required for safety purposes may be fitted
  - 1.3.8 Clips, ties or bags to secure safety or other equipment are permitted
  - 1.3.9 Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments
  - 1.3.10 Sail battens may be tapered or adjusted as required
  - 1.3.11 The head of the centerboard or rudder may be packed or sanded to maintain a good fit
  - 1.3.12 Any number of items may be fitted to the hull or spars provided their sole function is to stow food and/or drinks
  - 1.3.13 Maps, charts & means for recording compass headings may be carried or fixed to the hull
  - 1.3.14 Control line takeaways systems may be added
  - 1.3.15 Additional blocks and/or hooks may be added to the cunningham and outhaul control lines to reduce friction, provided no extra purchase is added.
  - 1.3.16 The 2-piece mast may be permanently fixed together.

## 2. SAILING REQUIREMENTS

- 2.1 The RS300 shall be raced with only one person on board
- 2.2 The Sail Number shall be displayed on each side of the mainsail on the middle horizontal panel, with the upper numbers on the starboard side and the sail numbers should also be positioned in accordance with the relevant ISAF rule
- 2.3 If the RS300 is fitted with a moveable mast chock, it must be located in the position forward of the mast at all times
- 2.4 The correct rig as described in rule 3.2 below and registered with the RS Class Association must be used at all times whilst racing

## 3. WEIGHT COMPENSATION

- 3.1 The RS300 is supplied with the choice of rigs, Rig set “A” (9.25m<sup>2</sup>) and Rig set “B” (9.9m<sup>2</sup>)
- 3.2 The rig set used by a helmsman shall be registered with the Class Association and entered on their membership card.
- 3.3 A helmsman may change their registered rig set only once in a calendar year.